

Today's Advertisements.

PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS'
HALL, Zeland Street, THIS EVENING,
the 16th instant, at 8.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, 16th September, 1896. [1419]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"CEYLON,"
FROM ANTWERP, LONDON AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at *their risk* in the
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Italy, *de S.S. Clyde*.
Optional Goods will be landed here unless
instructions are given to the contrary before 4
p.m. TO-DAY.

Goods not cleared by the 22nd instant at 4 p.m.
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 16th September, 1896. [1437]

FOR TIENTSIN.

THE Steamship
"FUPING,"

Captain Clemens, will be despatched for the
above Port on SATURDAY, the 19th instant, at
Noon.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th September, 1896. [1448]

FOR SHANGHAI.

THE Steamship
"LOONGMOON,"

Captain F. W. Scholz, will be despatched for the
above Port on SATURDAY, the 19th instant,
at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 16th September, 1896. [1449]

THE BALLY PAPER MILLS CO., LTD.,
OF
INDIA.

MAKERS OF
BROWNS, RADAMIS, PRINTINGS,
WRITINGS, CARTRIDGES, BLOT-
TINGS, TINTED WRITINGS, COLOURED
PRINTINGS AND STATIONERY.

For Samples and Prices,
Apply to
J. S. GUBBAY,
Agent.

7, Queen's Road,
Hongkong, 11th September, 1896. [1428]

Intimation.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.

Hongkong, 3rd May, 1896. [1427]

FOR SALE!

TYPHOONS! TYPHOONS!
TYPHOONS!

COPIES OF THE SECOND EDITION of that
well-known and most useful work,
"THE LAW OF STORMS IN THE
EASTERN SEAS."

BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE\$1.

FOR SALE:—

At the "HONGKONG TELEGRAPH"
OFFICE,
No. 6, Pedder's Hill,

Messrs. KELLY & WALSH, Ltd.,
W. BREWER & Co.,
CHAS. J. GAUFF & Co.,
G. FALCONER & Co.,
LANE, CRAWFORD & Co.,
HEURAMANN, HENRI & Co.,
and
F. BLACKHEAD & Co.,
Hongkong, 28th July, 1896.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.

PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest
Piced, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be
pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKEY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 15th September, 1896. [1426]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 16, 1896.

NOTES AND COMMENTS.

The troublesome and difficult question
of Chinese emigration to the United States
and to the Canadas appears to be coming
to the front again. LI HUNG-CHANG has been
journeying through Canada has been
anxiously inquiring as to the truth of the
report that the poll tax levied on Chinese
immigrants was about to be raised from
\$50 to \$500, a sum which would almost
seem prohibitive. We publish in an-
other column a leading article from
the *Province*, a weekly published in
Victoria, B.C.—giving the outlines of
the question as it appears to Cana-
dians and from the side of those who
are opposed to the entrance of the
Mongolian. Broadly, the whole case for
exclusion is there stated. To-morrow we
shall publish a long article clipped from
the *Victoria, B.C. Colonist*—a very ably
conducted journal—giving the other side
of the question, in which its bearings are
very fully considered from the international
point of view and as a question of
reciprocity. So far as we in Hongkong
are concerned, the question has been
looked at pretty closely from two points
of view. What effect will it have on
our passenger traffic? How will it
affect our shipping interests? What
effect will a Canadian Prohibition Act
for that is what it will amount to—have
on our relations with the Chinese Govern-
ment? It will hardly operate towards
opening China to us, that one more of our
Colonies should resolutely close its doors
against John Chinaman. The question has
little more than an academic interest for us
poor exiles in Hongkong. We may study it.
We may discuss it until we have
mastered every feature of the case. We
may protest and "represent" until we have
exhausted our own energies and the
patience of the Colonial Office, but the
question will be decided for us, without very
much consideration either for our argu-
ments or for our interests.

At Saratoga, N.Y., on the 22nd ultimo,
Lord Russell of Kilbowen delivered
the inaugural address at the annual
meeting of the American Bar Association.
He had a most sympathetic audience of
over four thousand of the ablest men to be
found in the United States—Lawyers,
Journalists, Politicians, Statesmen—and
he achieved an immense success, not
merely there and then, but with the more
extended audience throughout the States,
to whom, by means of the Press, his words
were brought home. Judging from the
opinions expressed on the subject in all
the great organs of public opinion in
America Lord Russell has done some-
thing considerable towards appealing the
feelings of hostility against England that

have been gathering volume and strength
throughout the Union for the last twelve
months, and which have given to the
Presidential Messages and to the
Resolutions of the Senate and House of
Representatives a significance that such
Messages and Resolutions do not always
carry with them. Lord Russell's address
was an oratorical effort worthy of the
speaker and of his position, of his subject,
and of his audience, but it throws no fur-
ther light on the question than we had
before. There was no detailed discussion
of the nature and limits of International
Arbitration, no examination of the various
suggestions put forward for the selection
of the Judges who are to constitute this
great International Court; of the pre-
liminary steps that must be taken before
a hearing; of the procedure of the Court;
of the sanctions that are to carry into
effective operation its decisions.

Lord Russell dilated on the advantages
of arbitration and mediation between
nations. He detailed the history of the
movement in its various phases up to
date. He indicated that it was not and
from the nature of things, could never
be applicable in certain classes of
international troubles; but he did not
define these. To have attempted to do so
would have been, perhaps, to have
ventured on very delicate ground and to
have run the risk of alienating the feelings
of those he most desired to conciliate. He
pointed out that there were worse evils
than war with all its horrors—"the dis-
honour of a great nation; the triumph of
an unrighteous cause; the perpetration of
hopeless and debasing tyranny." But all
these things are the common places of the
subject, and have been repeated over and
over again by writers and speakers of
every grade. Lord Salisbury's des-
patches to Mr. Olney have no other theme
than this, that before there can be any
arrangement for International Arbitration
there must be a very clear understanding
as to what cannot be submitted to any
tribunal by any sovereign and independent
State, by any self-respecting nation. Will
England under any possible circumstances
submit the question of Home Rule in Ire-
land to arbitration? Would she admit
mediation or arbitration in the event of
any dispute between the Indian Govern-
ment and one of our greater feudatories?
Will France submit to any tribunal but
that of Fate her title to Madagascar, now
that she has once committed herself to the
declaration that it is no longer a Protec-
torate but an integral part of her domi-
nions? Will Russia forego her hold on
Korea for any less cogent reason than
fear or force? We think not. When the
proposed Arbitration Treaty comes to be
worked out in its practical details there
will be a very much longer schedule of
cases in which it is not to apply than of
the disputes in which arbitration will be
held to be compulsory.

TELEGRAMS.

REUTER'S MESSAGES.

THE ARMENIAN AGITATION.

LONDON, September 14th.
The Armenian agitation has been fomented
by Mr. Gladstone's Lord Rosebery's and Mr.
Asquith's letters and is increasing from the
pulpit and in the press. Mass meetings have
been arranged at various localities.

SENSATIONAL ARREST OF FENIANS.

The Fenian Tynan, the notorious "No. 1,"
has been arrested at Boulogne on a warrant
issued in 1888. The Fenians Bell, Wallace,
and Haines have also been arrested. They
were all acting together in the same gang and
had organised a laboratory at Antwerp, where a
complete dynamite armory was discovered.
The object of the plot is uncertain, but it is
rumoured that the Fenians have joined the
Fenian and attempt were to be made on the
life of the Tsar or the Queen during the former's
visit to Balmoral.

Tynan was travelling in the guise of a Queen's
Messenger when arrested.

NEWS.

LI HUNG-CHANG has sailed from Vancouver
for China.

(From Yohanan Papers.)

DREADFUL!

The Tai Wun-Kun, his wife, and Yi Chai
Myen paid a visit yesterday to the Royal Palace
to attend the celebration of the birthday of the
King. The King, however, did not appear at
the ceremony. The Tai Wun-Kun went away
in a fury. The Queen Dowager was present in
the palace and saw the Tai Wun-Kun.

DIPLOMATIC AND CONSULAR APPOINTMENTS.

TOKYO, September 4th.
Mr. Motono, confidential Secretary to the
Minister for Foreign Affairs, has been appointed
a 1st class Legation Secretary. He will probably
be sent to Russia.
Count Anegaki, and class Secretary in the
Japanese Legation at Berlin, has been promoted
to the 1st class and transferred to Washington.
Mr. Ishii Kikujiro, 3rd class Legation
Secretary, has been appointed 1st class Consul
at Chemulpo. Mr. Horiguchi, a vice-Consul
has been appointed an assistant diplomatic
official and assigned to the Legation at the
Hague, Holland.

PRINCE LOBANOFF'S SUCCESSOR.

TOKYO, September 4th.
Intelligence has been received to the effect
that Mr. Kichika (P), Russian vice-Minister for
Foreign Affairs, had been appointed principal
Minister for Foreign Affairs.

GOOD NEWS!

MODIFICATION OF QUARANTINE AT MANILA.

The Secretary of the Chamber of Commerce
courteously informs us that he has received this
afternoon a letter from the Colonial Secretary
enclosing copy of the following telegram from
the British Consul at Manila:—
"Governor—Hongkong.

"Quarantine arrivals. China without
Chinese passengers. Ship to Hongkong, with
Chinese crew only."

This is good news; but what about the
rebellion? Has it been completely suppressed,
or is the situation still so grave that messages
bearing on the subject can only be transmitted
to Madrid on Government business?

LOCAL AND GENERAL.

FIVE cases of cholera at Singapore on the 9th
instant.

THE French ship *Bayard* has sailed from
Nagasaki bound for Vladivostok.

A SEVEN-footed calf has been donated to the
Selasger Museum from Kuala Kubu.

A DUTCH syndicate is about to erect an electric
light works in Batavia, for the purpose of sup-
plying light to the whole town.

It was the cruiser *Korymbos*, not the *Pamela*,
Asova, that got ashore recently near Vladivostok.
She was towed off by the *Rynda*.

On Monday last Witte's Circus commenced a
short season at Singapore. The Straits papers
cordially welcomed this deservedly popular and
well-conducted show.

THE Committee of the cosy little Talkoo Sugar
Refinery Club have issued invitations for a
promenade concert on Saturday, the 19th instant,
commencing at 8 p.m.

TO-MORROW being the Day of Atonement all
the Jewish houses of business in the colony will
be closed throughout the day, which is always
observed by our Jewish friends as a fast day.

ITALY is sending Signor Martini of the Diplo-
matic Service on board a cruiser on a special
mission to Rio to demand redress for the recent
attacks on the Italians there and a settlement
of a claim made by the Italians for losses
suffered in the last revolution.

M.M.S. Ratliff will proceed to Newchwang
when her refitting is completed, and will winter
there. This will be a rather severe change for
the ship's company after spending the summer
on the Singapore station. We are pleased to
be able to congratulate Commander Cotesworth
on his well merited promotion.

THERE is a rumour circulating in Siamese official
quarters that a grave incident has occurred on the
Siamese eastern frontier in the neighbourhood of
the Mekong. What the exact nature of the
affair is we are not aware, but it is said that
several Siamese, including a Governor or Com-
missioner, have been made prisoners. The
Siamese appear somewhat excited over the
news.—*Siam Free Press*.

THUS the *Straits Times* on 9th instant.—The
assertion made in LI HUNG-CHANG's reply to Sir
Charles Mitchell's telegram—published in
another column—to the effect that our Governor
was the first representative of the Queen-Em-
press to entertain him *en route*, is rather rough
on Sir William Robinson the Governor of Hong-
kong, who, it will be remembered, made elabo-
rate preparations for LI's reception there and
was disappointed by the Viceroy remaining on
board.

We are constantly hearing growls about the
wharf accommodation for launches and think
that the wharf at Blue Buildings takes the cake.
Besides being provided with several man-traps
in the shape of holes it has no steps, they having
been washed away during the recent typhoon.
Passengers landing at Blue Buildings are forced
to use the stone steps near the Ordnance Yard,
which are always in a filthy condition and most
difficult for a sumpson to approach in anything
but very calm weather.

At the Police Court this morning two men were
charged with a serious assault on a washerman
who lives in Queen's Road. One of the men
called at the prosecutor's house and demanded
a box. He was told it was in Jervois Street and
he replied that it was too far to go there. He
then beat the washerman with a bamboo and
the other man also came up and committed an
assault with a carrying pole. The first assault
was sent to goal for four months with hard
labour and the second was ordered to be im-
prisoned for two months.

At the Police Court this afternoon, before Hon.
Commander Hastings, Tam Yoon, the accountant,
in the Sam Shing Hing Japanese shop, 135,
Queen's Road Central, was summoned for
having made, executed, and signed a receipt
for the payment of the sum of \$75.50 on an
unstamped paper, contrary to Ordinance 16 of
1886, section 6. Mr. A. B. Johnson (Crown
Solicitor) prosecuted. The defendant, who was
not represented, pleaded guilty. Mr. Johnson
(Crown Solicitor) said a man went into the
defendant's shop on the 26th June and bought
some goods, for which he paid \$75.50. The
defendant received the money and gave an
unstamped receipt. This was a very flagrant
case indeed and was not the only one which had
happened in the shop. His Worship imposed
the full penalty—\$50.

MEMORANDA.

TO-DAY.—16th September.

9 p.m.—Meeting of Perseverance Lodge.

FRIDAY.—18th September.

10 a.m.—Criminal Sessions.

English mail due.

SATURDAY.—19th September.

11.15 a.m.—A special general meeting of the
Members of the Hongkong General Cham-
ber of Commerce at the City Hall.

8 p.m.—Concert at Talkoo Club.

SUNDAY.—20th September.
The Transfer Books of the China Mutual Steam
Navigation Co., Ltd., closed from this date
to the 1st prox., inclusive.

BILLIARDS.

A billiard match between the Staff Sergeants
and Sergeants of the R.A. and R.E.—6 side
200 up—commenced last night in the R.A.
Sergeants' Mess when—

C. S. M. Strong, R.E., beat S. G. Parsons, R.A.,
by 17 points.

Sergt. Lovell, R.A., beat Sergt. Haines, R.E.,
by 16 points.

Q. M. S. Blacker, R.E., beat Gr. Duggan, R.A.,
by 23.

The game will be continued on Saturday next
at 7 p.m., when the following will play off:—

R. A. R. E.

Q. M. S. Severn v. C. S. M. Amor.

Q. M. S. McKenlie v. Sergt. Bowary.

C. S. M. Spencer v. A. N. Other.

The Match is to be decided by the aggregate
of points made by each team.

Next week on Tuesday and Saturday, com-
mencing at 7 p.m. each day, the return match
will be played at the R.E. Sergeants' Mess.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The first general meeting of the shareholders
in the United Asbestos Oriental Agency, Limited,
was held this afternoon at the Hongkong Hotel.
Mr. G. B. Dodwell, presided, and there were
also present—Messrs. A. Anderson, D. Gillies,
J. P. Dowling, F. Dodwell, A. O'D. Goardin,
and G. H. Medhurst.

The Chairman said this was simply a statu-
tary meeting called in accordance with section
38 of the Companies Ordinance, 1865. The
whole of the shares had been applied for and the
business started on a satisfactory basis. The
first instalment of stock arrived at the beginning
of June and agencies would be started in Singa-
pore and Japan. If any shareholders desired
information it would be freely given by the
General Managers, Messrs. DeWitt, Camill &
Co. That was all the business before the meet-
ing. He thanked shareholders for their at-
tendance.

This concluded the proceedings.

THE REVOLUTION IN THE PHILIPPINES.

SINGAPORE, September 10th.

Advice from a correspondent at Manila,
dated 3rd instant, states that the outbreak in the
Philippines continues. The Spanish authorities
are adopting every possible means to suppress
the rising, and to prevent its spreading, through-
out the provinces. It is not such a serious rising
as was at first anticipated, and it is firmly believed
at Manila that the authorities will cope with it
successfully. The foreigners in Manila do not
anticipate any serious danger to lives or
property.—*Straits Times*.

[The latter statement that foreigners in Manila do
not anticipate any serious danger to lives and
property does not quite fit in with the tone of
the communications from Manila published by
the *Singapore Free Press* and which we
reproduced in our last issue.—*Ed. H.K.T.*]

SINGAPORE, September 10th.

By the *Isla de Ponce*, the Spanish mail
steamer that left for Barcelona last evening,
there were some passengers who might have been
able, had they been at liberty, to give some in-
teresting particulars of the state of affairs in the
Philippines. But like the newspapers in that
colony, they had been probably "advised" to
be careful not to say too much, nor even to go
out toiffin! Sr. Garchitorena, a rich and im-
portant resident of Manila, was a passenger by
the *Ponce*.

MONGOLIAN IMMIGRATION AS VIEWED IN VANCOUVER.

VICTORIA, B.C., August 18th.

At the two meetings recently held in
Vancouver for the purpose of discussing the
question of Chinese immigration, a very con-
siderable number of those present strongly
favoured the restriction of the immigration of
Mongolians into Canada. This question it
will be remembered was one of the prominent
planks of both the Liberal and Conserva-
tive platforms in the late election and is
rapidly assuming such proportions in
British Columbia that the most strenuous
efforts will have to be made if it is to be suc-
cessfully coped with. Sentiment in Vancouver is
strongly anti-Mongolian, as was unquestionably
demonstrated at the late meetings, and the time
has come when ways and means whereby the
increasing immigration of this nature may be
stopped should be considered.

As a primary and very proper move in the
right direction a provincial committee is to be
appointed to draft, circulate, and obtain signa-
tures to a petition requesting the Dominion
Government to take the necessary steps to
restrict the immigration of Mongolians.

Had the Provincial Legislature been more
active in the matter we should not now be in so
bad a plight, as undoubtedly upon the shoulders
of the Local Government rests the greater
portion of responsibility for the present diffi-
cult position; for how can we expect that
people in Eastern Canada or the Dominion
Parliament will pay any marked heed to
our representations, or believe that this evil
is a local one, when not a single word
favouring restriction is entered in the records
of the Provincial Legislature? Such neglect
has time and again called forth the
denunciations of British Columbians, for from a
strictly utilitarian standpoint alone the curtailing
of Mongolian labour is eminently desirable, to
say nothing of the baneful effect upon white
men of the daily and close contact with, and
example of, Chinese filth, immorality, gambling,
polygamy, and opium and also the danger to the
life entailed by the employment of the Chinese in
the mines. This subject has already, though none
too strongly, been dealt with in *The Province*.
If Vancouver succeeds in instituting such steps
towards improvement in the matter
Nanaimo will certainly second her efforts, but
the trouble is that there is not at present sufficient
unity amongst the agitators regarding the initial
moves to be made in the direction of the desired
goal of exclusion. Co-operation is absolutely
necessary to achievement of this common in-
terest of the country.

The proposal to raise the *per capita* tax from
\$50 to \$500 has been suggested as the most
feasible inaugural step, and would go far towards
quelling the evil at its source. The plan has
been adopted in Australia with satisfactory
results, as it serves to completely exclude the
low class class of Mongolians from the country
—a great point gained at the start.

Unconventional methods or extreme measures
are not demanded, but the evils arising from
the very presence of these people in the
Dominion can only be cured by the removal
of the cause, and when we see how the increasing
ordes of Chinese which are flooding many
walks of life, such as vegetable and fruit vend-
ing, laundrying, domestic service, agriculture,
railways, mining, etc., are retarding the progress
of the province, it becomes apparent that soon
the question "white or Chinese?" will be the
only all-absorbing one in this locality.

It is to be "Canada for the Canadians" or
"Canada for the Chinese?"

The Japanese question is an equally important
one, bearing as it does upon the best interests
of British Columbia, and in Vancouver at least
the popular feeling was strongly in favour of
imposing equal restrictions upon Japan. Much
useless discussion has lately been indulged
in owing to the erroneous belief enter-
tained by many people about the meaning
and application of the Japanese-British treaty
executed in 1864 by Lord Kimberley and the
Japanese Ambassador then resident in London

log of things to come rather than a statement of what has actually happened, but in our rural districts we are face to face with a disaster that has already overwhelmed us. The ruin of English rural industry is a matter that stares us in the face at every turn. Our poor peasants find themselves hopelessly beaten by the foreign competitor, not merely in those great staples such as wheat, but in the smaller and valuable secondary products of the farm. How closely this is connected with the lack of good sound education, and also of intellectual applied scientific to the holding of an economic problem, the example of the Danish market is an illustration in point. The condition of English education in rural districts is a disgrace to the nation. The children cease to go to school between ten and eleven. The schools themselves, especially the rural board schools, are often disgracefully inefficient, and the children after leaving the schools hardly ever open a book. Hence, when they arrive at manhood and womanhood they can hardly read or write. What is wanted, therefore, is an agitation in the recess directed definitely towards the aim of raising the age of attendance, and of improving instead of impairing the efficiency of our elementary schools, so as to afford a base upon which to superimpose the technical schools which are so urgently needed.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the thirteenth ordinary general meeting to be held at the office of the Company on Saturday, the 26th instant, at noon:

The General Managers have now to submit to the shareholders their Report on the thirteenth year's working of the Company, ended 30th June, 1896. After paying all running expenses, premia of insurance, remuneration to Consulting Committee and Auditors' fees, there remains a net profit of \$255,337.09, and, with the consent of the shareholders, it is proposed to appropriate this amount as follows:

To write off \$43,741.50 from the value of the Company's property (excluding the *Hainan*) on 30th June last, being the equivalent of 8 per cent. thereon, and to pay a dividend of 12 per cent. on the capital of the Company, which will absorb a further \$120,000 to transfer \$50,000 to the credit of the Reserve Fund, and carry forward to next year's account the balance of \$161,595.59.

During the period under review there has been some troublesome competition, especially on the *Formosa* line, but the Company still maintains its position in the esteem of ship-owners generally. To meet opposition and fulfill temporary requirements, the steamers *Continental* and *Cosmopolis* were chartered for short periods. The new steamer *Hainan* arrived in April last, and immediately commenced running on the *Tamam* line: she is splendidly adapted for the work and is a valuable acquisition to the Company's fleet.

The steamers have been maintained in their usual state of efficiency, the *Namoa* having undergone a very extensive overhaul. In usual course it may be stated that the amounts appearing as Freight Due and Accounts Receivable on 30th June have all been collected.

Consulting Committee.—Since the last general meeting, Mr. J. H. Cox has resigned his seat, and Mr. J. H. Cox has resigned his seat. The Committee now consists of Messrs. D. R. Sassoon, Hon. J. J. Bell, Mr. A. Ross, and C. A. Tomes. In terms of the Articles of Association, all these gentlemen retire, but, being eligible, offer themselves for re-election.

Auditors.—The present accounts have been audited by Messrs. J. H. Cox and W. H. Gaskell, who retire, but offer themselves for re-election.

DOUGLAS LAPEL & CO.,
General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1896.

Assets.

Value of the Co's Steamers <i>Hainan</i> , <i>Haitong</i> , <i>Namoa</i> , <i>Thalia</i> , <i>Formosa</i> and <i>Hainan</i>	\$881,981.23
Value of <i>Batavia</i>	15,197.03
Mortgages at Swatow, Amoy, Tamsui and Hongkong, Steam Launch and sundry spare gear	9,018.79
Loans on Mortgage	\$91,000.00
The Hongkong and Shanghai Banking Corporation (Current Account)	16,884.47
The H. & S. Banking Corporation (Deposit and Interest Account)	317,816.69
Freights due 30th June, 1896	64,542.77
Sundry Accounts Receivable from Agencies, &c.	50,274.69
Late Amoy Agents	15,738.50
Cash on hand	272.24
	\$1,403,997.86

Liabilities.

Capital Account:—	
40,000 shares at \$50	\$2,000,000.00
Reserve Fund	50,000.00
Underwriting Account of the Company	43,020.86
Sundry Accounts Payable	43,738.51
Unpaid dividends	131.00
Suspense Account (late Amoy Agents)	10,000.00
Unpaid Bonus (account 1895)	780.00
Profit and Loss Account 30th June, 1895, brought forward	\$ 40,593.70
Balance on 30th June, 1896	214,733.09
	\$255,337.09
	\$1,403,997.86

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1896.

To Remuneration to General Managers for Office Expenses, &c. for 12 months	\$10,000.00
To Remuneration to Consulting Committee for 12 months	2,000.00
To Auditors' Fees	600.00
To Exchange Account	1,375.42
To Charge Account	237.48
To Balance	255,337.09
	\$269,539.99

By Balance of Profit and Loss A/c 30th June, 1895
 \$ 40,593.70 |

By Profit on running the Company's steamers to date
 201,482.12 |

By Profit on coals supplied to str.
 4,981.89 |

By Profit on Interest Account
 21,380.50 |

By Profit on Mortgage Account
 1,101.72 |

 | \$269,539.99 |

We have compared the above statement with the book and vouchers of the Company, and have found the same in accordance therewith.

JAMES H. COX, W. H. GASKELL, Auditors.

Hongkong, 11th September, 1896.

LI HUNG-CHANG IN ENGLAND.

THE VISIT TO THE BANK OF ENGLAND.

His Excellency Li Hung-chang was aboard early this morning, and arrived at the Bank of England a few minutes before two o'clock, attended by his yellow jacket and wearing his peacock feather. He was accompanied by Mr. Scott, of the Foreign Office; Mr. Tseng, of the Chinese Legation; and the Interpreter, Mr. Lo Feng Loh. The brilliantly coloured carriage of Lord Lansdale excited a good deal of interest in the city, and when his Excellency arrived within the building, the clerks seemed by common understanding to abandon their work in order to get a view of the distinguished visitor. He was received at the Lobby entrance by Mr. H. E. Sandiman, the Governor of the Bank, and at once conducted to the Board Room, where some of the Directors had already assembled. His Excellency was accommodated with a chair near one of the windows, Mr. Sandiman sitting on his immediate right. The other Directors present were the Hon. Evelyn Hubbard and Sir Mark Collet.

It was explained to the Envoy that the room in which he was seated was that in which the Directors carried on their business, and he at once asked how many there were, to which Mr. Sandiman replied that there were twenty-four, with Governor and Deputy-Governor. His Excellency gave a glance around, and remarked that it was an immense building, and in reply to another question was told—all this went on through the medium of the Interpreter—that the business was started in 1826. It was explained to him further, in reply to his questions, that this was Mr. Sandiman's second year as Governor, and that the Directors took it in turn. He wished to know whether the Bank was under the control of the Ministry of Finance, and was told that it was a private company, but that it had a very intimate connection with the Government, because it kept all the Government accounts.

Mr. Sandiman shrugged his shoulders when asked how many shareholders there were. In reply to other questions, he said that the capital of the Bank was £14,000,000 sterling, with a reserve fund of £3,000,000, and that the capital was larger than that of any bank in Europe, the amount of deposits being £30,000,000, and including the funds of the public, £60,000,000. His Excellency observed that the British Government borrowed money at a very low rate of interest, to which Mr. Sandiman answered that some time ago it was 2½ per cent., and they would be reduced to 2½ per cent., and some of these were at a premium.

The public, said Mr. Sandiman, were content with 2½ per cent., because they felt that their money was quite safe. His Excellency next asked what dividend was paid, and he was told that it was 8½ per cent. on £100 stock, which was worth in the market £340. Li wished to know why the public did not invest money in industrial and mining enterprises, which paid very much better than 2½ per cent. Mr. Sandiman replied that people did invest largely in industrial and mining enterprises, but there were always a certain number who must invest in something which was perfectly safe—trustees, and so on.

His Excellency replied that the English people were, he knew, the leading commercial people in the world, and he understood that they would not be content with 2½ per cent. unless they were trustees who wished to be quite secure.

Mr. Sandiman said that was so, and at this stage asked to be allowed to introduce Sir Mark Collet and the Hon. Evelyn Hubbard, two of the Directors, to Li Hung-chang, who, having his long pipe in his mouth, and his hand shaking hands with the gentlemen, His Excellency immediately wanted to know how long they had been Directors, and wished to know the age of Sir Mark Collet. The latter replied that he lived another six weeks he would be eighty.

Li seemed delighted at this and replied, "You look as young as if you were quite young." "And, perhaps," chimed in Mr. Sandiman, "he is a good deal better than many a younger man." At this there was much amusement. The Hon. Evelyn Hubbard having expressed the pleasure with which he made Li Hung-chang's acquaintance, the latter resumed his examination into the method of governing and working the Bank of England, a variety of questions being asked. "Had a Director the right to examine accounts?" Oh, yes, he was told; and it was added that the Governor thought above was subject to the Directors.

"Do you come to the Bank every day?" he asked Mr. Sandiman, to which that gentleman answered, "We take turns in coming, each of us having a fortnight at a time." A volume of further questions ensued, in the course of which Mr. Sandiman said he always asked the advice of the Directors in matters of business, and so the Governor of the Bank was not all powerful, but when anything arose requiring to be dealt with immediately he had to act on his own responsibility. His Excellency asked that the Deputy-Governor might be presented, but was told that he was away in Scotland.

Here there seemed a disposition to move on the part of some of the company, but Li Hung-chang, through the interpreter, said that he had still a great deal to ask, and was more interested. Thereupon the conference was resumed. His Excellency observed that foreign Governments borrowed money from England, and he asked why the Bank of England did not float the loans for them. Sir Mark Collet here undertook some of the replies, and observed that they did not make the Bank responsible for the act of foreign countries; they only acted for the British Government and as a British bank.

"How many banks are there in London?" he asked Li. "About fifty," replied Sir Mark Collet. "You have a bank in Germany?" he asked. "Yes," said Sir Mark, "they all keep accounts here." "We," joined in Mr. Hubbard, "are the guardians of the resources of the nation. Ultimately they all come to us." "Do the Rothschilds deposit their money here?" asked Li, to which Mr. Sandiman answered, "They have an account here which varies from time to time."

His Excellency observed that a very big staff must be maintained at the Bank, and he asked how the revenue was derived. Mr. Sandiman replied that it came from the investments of the Bank, the Government securities in which it got interest, whilst it lent money on Government security on which it charged interest, and this provided money to pay—the expenses and dividend. In reply to many other questions, he was told that the Government deposited money in this Bank instead of smaller ones, because they wanted it to be as safe as possible; Mr. Hubbard remarking, "We practically manage all the Government money, and the use of the money is part of the consideration we get for that."

He was first told that the shareholders were not liable for more than their share, that the Bank was limited by charter, and that Mr. Sandiman's two years would end in April. Then there was a pause. Li took two or three draws at his pipe, when he suddenly observed, "You have twenty-four directors; why do not some of you go to the East or to other foreign countries to establish banks?"

At this there was some laughter. Sir Mark Collet observed, "We have enough to do here," while Mr. Sandiman added, "Many of the Directors have establishments of their own in foreign countries." Mr. Hubbard has one in Russia; I have one in Portugal and one in

Spain; while Sir Mark has one in New York." His Excellency next asked how the billions were kept, what it consisted of, &c. He was told that some were sovereigns, some in bars of gold, and some in coils of foreign countries. They bought the gold; the bars were made by refiners. "How do you get the bars into coils?" he inquired.

Sir M. Collet explained that when the Bank wanted sovereigns it sent the ingots to the Mint to be turned into sovereigns. The Government, he said, made a considerable profit at the Mint, because the shillings and sixpences which they made were not worth those sums. At this Li Hung-chang smiled, and went on smoking. He wished to know whether the price of gold would go down. Sir M. Collet replied that it could not, for everything else must adjust itself to the price of gold.

"Will the price of silver come up?" asked Li. Sir Mark returned that this was very uncertain. Very much depended upon the result of the action of the American Government. His Excellency observed that the silver-tallic question could only be settled by silver using and producing countries, so that China, Japan, and America must decide, the bimetallic question. He said—"If we are to work hand in hand with Japan, we must make some proposal to the Emperor and his advisers, a fixed ratio of silver and gold, but if you do not approve of it we cannot do it."

Sir M. Collet observed, "It is a very big question." Li then remarked, "England could settle the question if she wished, but she has her own interests to protect, and so England will only do things to her own advantage, and not to the advantage of other people." Sir M. Collet remarked, "Like every other Government," at which the Chinese Viceroys laughed and said, "Yes, it is the same all over the world, and especially with England." This provoked more amusement.

The following colloquy then ensued:—Mr. Hubbard—Everybody would be glad to see a ratio instituted between silver and gold, but the difficulty is to agree upon a ratio.

Li—You had a conference in Brussels, but the question has now been allowed to drop.

Sir M. Collet—Because they could not agree.

Li—Now, you represent the first bank in the world; why do you not take the initiative in this question?

Sir M. Collet—The bank never takes the initiative in any question of that kind. It is the British Government that does it.

Li—But you are quite independent. You are not even under the control of your Ministry; so you ought to take an initiative part in the bimetallic question.

Sir M. Collet—It is entirely outside the functions of the bank. In the course of further conversation, it was pointed out to his Excellency that the gold standard had been fixed by Parliament, and only Parliament could alter it; upon which he asked why they did not do so, and he was told that even the House of Commons was not competent.

At the expiration of an hour the conversation was brought to a close, and Li Hung-chang, having taken of the billiard table, and into a room in which the weight of sovereigns is tested. Before leaving he appended his signature to an imperfect £100 note, which will be retained at the bank as a souvenir of the visit.

AT THE POST OFFICE.

His Excellency next drove to the General Post Office. He was met by the Postmaster-General (the Duke of Norfolk), Mr. Spencer Walpole, Secretary of the Post Office; Mr. H. C. Fischer, Controller of the Telegraph Department; Mr. J. C. Lamb, the Secretary; Mr. W. E. Evans, the Chief Engineer; Mr. J. C. Bedford, the Controller, London Postal Service; Mr. Lewis Hill, Assistant Secretary of the Post Office; Mr. J. J. Carden, Receiver and Accountant-General; and others. The arrival of his Excellency at the Postmaster-General's entrance in King Edward Street created a good deal of public interest, and he was cheered by a large crowd. He first went to the Duke of Norfolk's private room, where he had some conversation with his Grace and signed his name in the visitors' book, after which he went to the Postmaster-General's room, where he was accompanied by the Postmaster-General and the Controller of the Post Office.

The inspection of the Post Office and the Telegraph Department involved a great deal of tedious going up and down stairs. The Envoy did not seem to mind it, as he sat placidly in his chair borne by four stalwart messengers. He seemed greatly interested in the various of the telegraph department, where there is a staff of some 3,000 operators. First he was carried to the foreign telegraph office, where the increasing click of the instruments communicating with all parts of the world made conversation a difficulty. Having ascended to the battery with "Rome" above it, the veteran statesman was escorted to the Paris wire, where, under his observation, the following message was dispatched in French:—"His Excellency the Viceroy of China honours us by a visit; will you say what news there is, and what the weather is like?"

Immediately there came back the reply: "It is very fine weather. Nothing new is passing now." The wire had been kept open, and there was absolutely no interval of time between the dispatch of the message and the receipt of the reply. Then his Excellency moved on to the Berlin wire, where a similar message to that sent to Paris was dispatched in German. The reply came back at once, and in English:—"We pray you offer his Excellency our respectful greetings. We have a very fine day here. There is not much news."

It now occurred to Li to send a message on his own account, and he was told that the telegraph office would be informed that his Excellency wished to communicate with the German Emperor; but it was stated in reply that His Majesty was at Wilhelmshaven, and that he could not be got at by wire.

The telephone room was then visited, and his Excellency's compliments were offered to Mr. Hanotau, Minister of Foreign Affairs at Paris. Li was then escorted to the instrument room and shown how messages were distributed for transmission; whilst there was also a view of a machine which, it was said, would take six messages at the same time.

Passing into the Post Office he inspected the pneumatic tube room, in which messages handed in at various parts of London are received for transmission, and later on the circulation department came under notice, but owing to the time of day there was an absence of activity in this particular section.

AT THE CHAMBER OF COMMERCE.

Between four and six o'clock a reception was given to Li by the President of the Chamber of Commerce, and the Chamber of Commerce, and the East India and China trade section, in the Fishmongers' Hall, which was crowded to excess. His Excellency was carried upstairs to the banquet hall, where he occupied a central chair beneath the China flag. He was formally received by Sir A. K. Rolit, M.P., the President of the London Chamber of Commerce, who subsequently presented several gentlemen to him. In welcoming the "Emperor of China," Sir A. K. Rolit remarked that he had been for a quarter of a century the leader of a progressive policy in China—of a policy of great commercial freedom and development. His Excellency's visit conducive as it was to the great commercial union of East and West, concerned both his own country and mine. Whatever the present

commerce between the two countries, it was nothing to the prospect of a peaceful trade. Mr. Hugh Matheson (Chairman East India and China Trade Section) also offered some remarks, in the course of which he expressed the hope that on his return Li Hung-chang would do more than ever before with his influence in facilitating the advance of trade, the introduction of railways, and the making of roads.

LI'S REPLY.

These speeches were interpreted to the Ambassador by Mr. Lo Feng-loh, who at the conclusion of his talk said—Gentlemen, in obedience to the orders of the Viceroy, I have to rise to deliver his reply. It is as follows:—"The President, my Lords, and gentlemen, in tendering my cordial thanks for the addresses delivered by the President of the Chamber of Commerce of London and by the Chairman of the East India and China Trade Section, I find it impossible to refrain from expressing my feelings and sentiments, which have been so keenly touched and excited on this particular occasion. (Cheers) Thanks to my visit to England and to my stay in London, I can now assure you that I fully reciprocate the feelings expressed by these two gentlemen, and that I am just as much desirous as you are of the expansion of the unutilized trade between England and our country, because I know that it will benefit both. (Cheers) A statesman ought not to make promises—(laughter)—conceived at those times when his heart is moved by feelings and sentiments—(more laughter)—for only too often the unexpected will interfere with the will and the desire. However, for once I will act contrary to worldly wisdom and of caution. (Laughter and cheers) Accordingly, I will say that as long as my life lasts I shall make myself the advocate of progress, industry, and commerce—(cheers)—and, on account of the lessons which I have learned in the course of my journey, I will make it a special object of my own always to raise my voice in favour of making the remotest corner of the Empire of my august Sovereign accessible to traffic—(cheers)—by the introduction of a sensibly planned and honestly executed and managed system of railways—(cheers)—inventions of which England has the best reason to be proud. (Cheers) My Lords and gentlemen, I hope that London will one day record that I am most faithful and true to the will and the wishes I expressed during my stay here amongst you." (Cheers) The interpreter added—The Viceroy thus brings his speech to a conclusion. This is the only speech which expresses his feelings on this occasion. (Cheers)

The remainder of the time was given up to conversation and listening to music, whilst some additional presentations were made to the Envoy, who afterwards drove away amid the cheers of the onlookers.

THE "SCOTSMAN" ON THE CHUNG TANG'S UTTERANCES.

By far the most important pronouncement which Li Hung-chang has publicly made during his European tour was that in which he replied to the welcome given to him by the East India and China Trade Section of the London Chamber of Commerce. At a time when we are told that British prestige and influence have been ruined in the Far East, and that Germany and Russia and France are destined to divide the lion's share of all the commercial advantages which are expected to follow the opening up of new ports, it is interesting to note that Li himself, who has always been and will remain while he lives the most potent factor in promoting European methods among his unprogressive countrymen, is of a different mind. It has often been suggested that Li has never been very friendly to England. It is true that he has been the intermediary in a number of negotiations between this country and the Tung-shi Yamen, in which the pressure imposed by us has been firm; and as we have of all European Powers had most to say to China in the past, it is almost inevitable that occasions should have arisen in which Li may have resented our demands. But the whole history of this remarkably astute Oriental, no less than the testimony of those who have known him best, are favourable rather to the view that he has a leaning towards England, not for reasons of sentiment or personal liking, but simply because he sees that the friendship of certain other Powers is a thing rather to be feared than to be fostered. The one act which seemed to throw the game in the Far East into the hands of the rival Powers was the refusal of Lord Rosebery's Government to intervene at the end of the recent war in order to save for China the territory which the Japanese arms had wrested from her. Rightly or wrongly, Great Britain held aloof, and left Russia, Germany, and France to opening to win the gratitude of China, of which they were not slow to avail themselves. To what extent we are the losers by this policy it is perhaps too soon to say. But it is at least satisfactory to learn from the lips of Li Hung-chang himself that he bears us no ill-will, and that in the coming opening up of the markets of China to European commerce he looks to British traders to play an important part.

So important is the statement which he made yesterday that his pertinent passages are worthy of quotation. He began by a generous reference to the lofty standards which make progress when moved by sentiment. But for once he would act contrary to worldly wisdom and caution. "I am desirous," said Li Hung-chang, "of the expansion of unlimited trade between England and China, to the benefit of both." And then he added—"As long as my life lasts I shall make myself the advocate of progress, industry, and commerce; and on account of the lessons I have learned in the course of my journey, I will make it a special object of my own always to raise my voice in favour of making the remotest corner of the Empire of my august Sovereign accessible to traffic by the introduction of a sensibly planned and honestly executed and managed system of railways—inventions of which England has the best reason to be proud. I hope that London will one day record that I am most faithful and true to the will and the wishes I expressed during my stay here amongst you."

There is a ring of true sincerity about these words which it would be foolish to disregard. The whole career of the Viceroy has been devoted to teaching his unprogressive countrymen the advantages of a sensibly planned and honestly executed and managed system of railways—inventions of which England has the best reason to be proud. I hope that London will one day record that I am most faithful and true to the will and the wishes I expressed during my stay here amongst you."

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that what remains to him of the energy, foresight, and ability which have distinguished his whole career will now be directed to opening up his country to trade. For that after all is the pith and substance of his statement. The importance of railway communications he long ago recognized, but though the first railway which was ever laid was pulled up by intrigue and fanaticism, Li does not despair of his countrymen even in the matter of railways on a gigantic scale. If, as he hopes, he can establish a well planned and well conducted railway system, and thereby open up the vast natural resources of his country that at present lie unworked, he will have conferred upon China and upon the trading world a benefit of incalculable magnitude. He has an ally in the disastrous termination of the late war, for his advice will now be listened to with greater readiness by the powers that rule the destinies of the Celestial Empire. Apart from his speech to the London merchants, great interest attaches to his interview with the Bank of England Directors and Governors, which took place earlier in the day. It is impossible not to admire the sagacity with which he seized the kernel of the problems of finance discussed. Even on bimetallicism the astute Oriental was able to discourse fluently, and he showed a humorous appreciation of Great Britain's reasons for adhering to the gold standard. His visit to the Post Office also appears to have given Li much matter for intelligent wonder. It is, as we have said, too much to look for great works of reform from a man of the age of Li Hung-chang; but his keen observation and lively interest in all the marvels of Western civilization justify the expectation that he is a power and has the power, the next cyclical year, Calcutta will witness wonderful changes in a country which for centuries has been making time.

LI'S REPLY.

These speeches were interpreted to the Ambassador by Mr. Lo Feng-loh, who at the conclusion of his talk said—Gentlemen, in obedience to the orders of the Viceroy, I have to rise to deliver his reply. It is as follows:—"The President, my Lords, and gentlemen, in tendering my cordial thanks for the addresses delivered by the President of the Chamber of Commerce of London and by the Chairman of the East India and China Trade Section, I find it impossible to refrain from expressing my feelings and sentiments, which have been so keenly touched and excited on this particular occasion. (Cheers) Thanks to my visit to England and to my stay in London, I can now assure you that I fully reciprocate the feelings expressed by these two gentlemen, and that I am just as much desirous as you are of the expansion of the unutilized trade between England and our country, because I know that it will benefit both. (Cheers) A statesman ought not to make promises—(laughter)—conceived at those times when his heart is moved by feelings and sentiments—(more laughter)—for only too often the unexpected will interfere with the will and the desire. However, for once I will act contrary to worldly wisdom and of caution. (Laughter and cheers) Accordingly, I will say that as long as my life lasts I shall make myself the advocate of progress, industry, and commerce—(cheers)—and, on account of the lessons which I have learned in the course of my journey, I will make it a special object of my own always to raise my voice in favour of making the remotest corner of the Empire of my august Sovereign accessible to traffic—(cheers)—by the introduction of a sensibly planned and honestly executed and managed system of railways—(cheers)—inventions of which England has the best reason to be proud. (Cheers) My Lords and gentlemen, I hope that London will one day record that I am most faithful and true to the will and the wishes I expressed during my stay here amongst you." (Cheers) The interpreter added—The Viceroy thus brings his speech to a conclusion. This is the only speech which expresses his feelings on this occasion. (Cheers)

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Intimations.

APPEALING COOKERY,

that great desideratum, is readily and economically attained by the use of

BOVRIL

which is unequalled for imparting richness and delicacy of flavour to SOUPS, STEWS, HASHES, GRAVIES, ENTREES, &c.

A SAVOURY SANDWICH

Is made by spreading BOVRIL on Toast or Bread and Butter, forming a tasty Tilt-bit far more nourishing and sustaining than any ordinary Sandwich. (40 lbs. of BEEF are used in making 1 lb. of BOVRIL EXTRACT.)

PRICES CONSIDERABLE REDUCED BY WATKINS & CO., Sole Agents. Hongkong, 28th August, 1896.

SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc. PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF Liquors Factories - Preserves Factories Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EXPORT & ORANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

Is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system, and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

Hotels.

THOMAS'S GRILL ROOM.

THIS Establishment has always enjoyed a high class reputation for Liberality in Menu, Quality of Food and Perfection of Cuisine. THIS REPUTATION WILL BE MAINTAINED.

Fresh Dairy Produce, FRUIT and other supplies are regularly imported from the United States, Canada, and Australia. BEEF from Kobe and TURKISH from the Straits.

The WINES, SPIRITS and MALT LIQUORS, comprising all brands in general demand, are the Best shipped to the Far East.

In addition to the BAR, GRILL and DINING ROOMS, the upper floors are arranged so as to provide PRIVATE ROOMS suitable for DINING or SUPPERS, &c.

PICNIC and BATHING PARTIES supplied with light refreshments at a moment's notice. ICE CREAM from 2 P.M. to 11 P.M.

COLD MEAT SUPPERS from 9 to 11.30 P.M. THOMAS'S GRILL ROOM. FREDERICK BISHOP, Manager.

NEW VICTORIA HOTEL.

ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, &c., &c., at any time between 7.30 A.M. and 11.30 P.M.

MONTHLY BOARDERS at Moderate Rates.

MADAR & FARMER, Proprietors.

Hongkong, 3rd September, 1896. [1384]

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1896. [21]

FUJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

B. N. YAMAGUCHI, Proprietor.

[22]

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES, (FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day..... 4.00
One person, per month..... 97.00
Married couple (occupying one room) per day..... 7.00Married couple (occupying one room) per month..... 150.00
Married couple (occupying two rooms) per month..... 170.00
Extra Bed Room, per month..... 40.00 to 50.00

For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [187]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"NANOA." Captain Hall, will be despatched for the above Ports TO-MORROW, the 17th instant, at Noon. For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 16th September, 1896. [1443]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI. THE Company's Steamship

"CHIHLI." Captain Newcombe, will be despatched as above TO-MORROW, the 17th instant, at 3 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th September, 1896. [1439]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAI. THE Company's Steamship

"NINGCHOW." E. Warrall, Commander, will be despatched as above TO-MORROW, the 17th instant, at 5 P.M. For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 14th September, 1896. [1444]

FOR KOBE AND YOKOHAMA. THE Steamship

"NANYO MARU." will be despatched for the above Ports on FRIDAY, the 18th instant, at Daylight, instead of as previously advertised. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 15th September, 1896. [1404]

"BEN" LINE OF STEAMERS. FOR HAVRE, LONDON AND HAMBURG. THE Steamship

"BENVENUE." Captain Sacher, will be despatched as above on or about the 18th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1896. [1417]

CHINA NAVIGATION COMPANY, LIMITED. FOR MANILA (DIRECT). THE Company's Steamship

"SUNGKIANG." Captain C. B. N. Dodd, will be despatched as above on MONDAY, the 21st instant, at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th September, 1896. [1434]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship

"OOPACK." Captain H. Sommer, will be despatched as above on or about the 21st instant.

The S.S. "NINGCHOW." Captain Warrall, will follow the Oopack on or about the 28th instant.

The S.S. "PINGSUEY." Captain D. Davies, will follow the Ningchow on or about the 6th October.

For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 12th September, 1896. [1406]

OCEAN STEAMSHIP COMPANY. FOR LONDON, VIA SUZ CANAL. THE Company's Steamship

"PATROCLUS." Captain Dickens, will be despatched as above on THURSDAY, the 24th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th September, 1896. [1390]

OCEAN STEAMSHIP COMPANY. FOR NEW YORK, VIA SUZ CANAL. THE Company's Steamship

"IKION." Captain Nish, will be despatched as above on FRIDAY, the 18th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th September, 1896. [1399]

SAILING VESSELS.

FOR NEW YORK. THE 1/3 A. I. L. American Ship

"CHARLES E. MOODY." Captain Leonard, is loading for the above Port, and will have quick despatch.

For Freight or Passage, apply to ARNOLD, KARBORG & Co., Agents. Hongkong, 15th August, 1896. [1098]

FOR NEW YORK. THE 100 A. I. American Ship

"PAUL REVERE." Mullin, Master, shortly expected from SHANGHAI, will lead here for the above Port, and will have quick despatch.

For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 24th July, 1896. [1196]

FOR NEW YORK. THE 1/3 A. I. American Ship

"SAINT MARK." Dodley, Master, will lead here for the above Port, and will have quick despatch.

For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 28th August, 1896. [1357]

FOR SAN FRANCISCO. THE A. I. British Bark

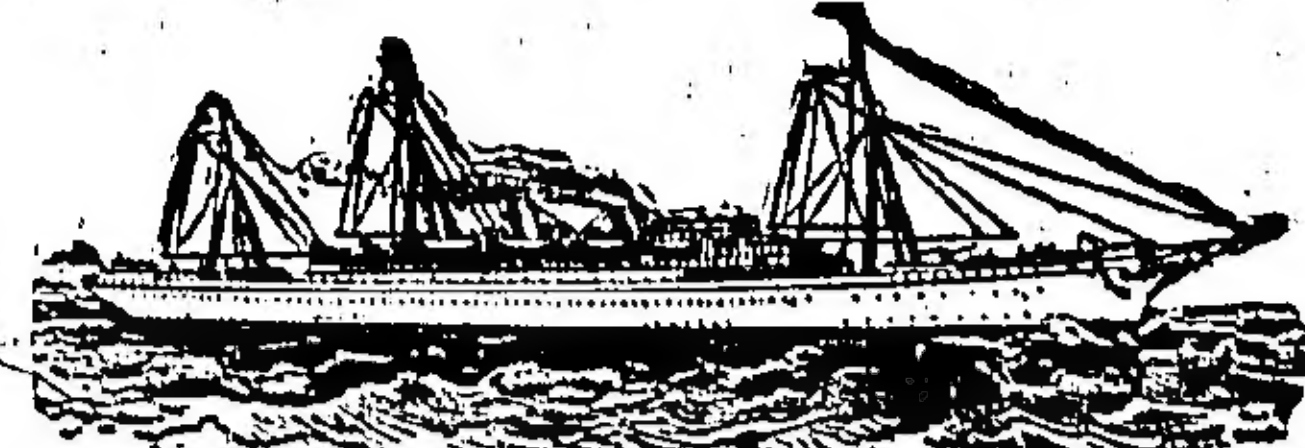
"CASABLANCA." Cantley, Master, will lead here for the above Port, and will have quick despatch.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 4th September, 1896. [1395]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 30th September. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October. EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE PACIFIC COAST, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL BATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pender's Street. [3] Hongkong, 7th September, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Wednesday, 30th Sept., at Noon.

Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 17th Oct., at Noon.

Doric (via Nagasaki, Kobe, Inland Sea & Yokohama)..... Wednesday, 4th Nov., at Noon.

THE Company's Steamship

"COPTIC." will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 30th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to freight fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 14th September, 1896. [2]

F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTY'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [40]

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND." Captain C. L. Duff, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 24th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carriage, leaving that Port on the 17th October for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 10th September, 1896. [437]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Victoria 3.167 | Thursday | Oct. 1. Olympia 2.608 | Friday | Oct. 9. Columbia 2.601 | Tuesday | Oct. 27. Tacoma 9.549 | Tuesday | Nov. 17. Victoria 3.167 | Tuesday | Dec. 8. Olympia 2.608 | Tuesday | Dec. 29.

THE Steamship

"VICTORIA." Captain A. Love, sailing at Noon, on THURSDAY, the 1st October, will proceed to VICTORIA, (B.C.) and TACOMA, (WASH.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents. Hongkong, 14th September, 1896. [4]

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, PANAMA, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT.

BLACK SEA and BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prinz Heinrich Tuesday | 13th Oct. Preussen Tuesday | 10th Nov. Sachsen Tuesday | 8th Dec. Bayern Tuesday | 5th Jan. Prinz Heinrich Tuesday | 1st Feb. Preussen Tuesday | 2nd March.

ON TUESDAY, the 15th day of October, 1896, at 4 A.M., the Company's Steamship "PRINZ HEINRICH," Captain, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on Monday the 11th Oct., and Parcels will be received at the Agency's Office until Noon on Monday, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Losen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 16th September, 1896. [1449]

Printed and Published by CHESNEY DUNN, at No. 4, Pender's Street, in the City of Victoria, Hongkong.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. LYLES' FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Building, Hongkong, 20th March, 1896. [10]